

THE RIO NEWS.

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RIO DE JANEIRO, FEBRUARY 15TH, 1882

NUMBER 5

OFFICIAL DIRECTORY

AMERICAN LEGATION.—22, Rua do Marquês d'Almeida
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DOM PEDRO II.—Through Express: Upward, leaves Rio at 3 a. m.; arriving at Barra (junction) at 7:45 a. m., Faria Rio (central line) 10:15 a. m., Barroena 3:45 p. m., Porto Novo (branch from Barra) 12 m., Cachoeira (S. Paulo branch) 1:45 a. m., São Paulo (per S. P. & Rio R.R.) 6 p. m. Downward: leaves São Paulo 6 a. m., Barroena 8:30 a. m., Porto Novo 12:15 p. m.; arriving at Barra 4:12 and Rio 7:12 p. m. Connects with Valença line at Desengano; Rio das Flores line at Commercio; União Mineira line at Sericaria Oeste de Minas (S. João d'El Rey) line at Espírito Leopoldina line at Porto Novo; Recife e Arenas line at Sumbay; and S. Paulo and Rio de Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio 7:15 a. m.; arriving at Barra 10:35 a. m., Rio Novo (central line) 2:07; Cachoeira (S. Paulo branch) 5:58 p. m. Downward, leaves Cachoeira 6:45 a. m., Rio Novo 9:50 a. m.; arriving at Barra 1:45 and 1:57 p. m., Rio 5:45 p. m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macacos branch at Belém.
Mixed Trains: Leave Rio at 11 a. m., 3:15 and 4:15 p. m.; arrive, from Belém 7:15 a. m., from Barra 8:15 a. m., from Barra Rio (leaving 6:07 a. m.) at 3:25 p. m.
Suburban Trains.—Passenger trains leave at 5:00, 6:30, 7:40, 8:40 and 10:20 a. m., and 5:00, 7:15, 8:30, 9:30, 7:30, 8:30 and 10:30 p. m. all stopping at Cascadura except the 10 p. m. train, which runs to Sapopemba. Returning, the trains leave Sapopemba at 3:35 and Cascadura at 3:50, 6:10, 7:40, 8:40, 10, and 11:35 a. m., and 2:10, 3:20, 4:30, 5:30, 7, 8:30 and 9:40 p. m.
CANTAGALLO R.—Leaves Niterohy (Santa Anna) 7:30 a. m., arriving at Nova Friburgo 1:05. Cordeiro (1 hour per trainway from Cantagallo) 4:25 and Mexico 5:45 p. m. Return train leaves Mexico 6:30, Cordeiro 7:50 and Nova Friburgo 11:10 a. m., arriving at Niterohy 4:35 p. m. A ferry boat runs between Rio and Santa Anna, connecting with trains.

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THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, FEBRUARY 15TH, 1882.

THE sessions of the General Assembly are still largely taken up with the work of organization. To escape one class of evils, the new electoral reform seems to have plunged parliament deep into another, the verification of elections. The Chamber has now been at work since early in December on the examination of election returns, and the end is still in the distant future. If the new electoral system is to entail a three months session for the admission of deputies after each election, there must be some grave doubts as to its practical value. The election of representatives should not only be made through the direct and free vote of constituencies, but the system employed should be sufficiently simple for an immediate determination of the results. This the new law has not secured. Its machinery is so complicated that such a thing as a free choice is almost impossible. Aside from these election labors, there has been little business before the two houses of general interest. The expected move in favor of abolition has not yet been made, and the practical influence of Silveira Martins' new departure is not yet apparent. Much of course has been anticipated from the avowal of abolition principles on the part of the Rio Grande senator—and with good reason. His great influence and his courage are strong guarantees of success—in part, if not to the degree desired. It is clear, however, that this movement, strong as it is in the support of influential men, is more of a political move than of a genuine advocacy of abolition. Of this the abolitionists need not complain, if it only secures the desired result, even though they may regret the absence of that higher motive which seeks justice rather than partisan advantage.

It transpires that the difficulty with the Edison electric light during the late national exposition, was a bit of sharp practice on the part of some individual, who sought to prove the irregularity and inferiority of the system by cutting the coils in the "dynamo." It was thought a suspicious circumstance that two armatures in succession should be burned, but when a third was ready to be put in place, an examination of the upright columns of the dynamo developed the fact that a sharp instrument had been inserted beneath the canvas covering at their lower ends, and that the wires had been cut. That the cutting was done by an expert is clearly evident from its location and character. The damage was examined by a commission of the engineering club, who are satisfied that the cutting was done willfully and maliciously. The party or parties responsible for this scandalous transaction

should have known that no unfavorable result here can affect the real character of the Edison light. A light which took the highest possible prize at the Paris electrical exposition—and which has been widely tested and praised throughout the civilized world, is very far from being dependent upon an exhibit in Rio de Janeiro. The only result will be to demonstrate how contemptibly mean some men can be. It will also lead to a conclusion among foreign inventors, that their chances for fair play in Brazil are precious small, and that they can gain nothing by coming here. The patent laws discriminate against them, public officials work against them, and private spite and trickery is permitted to operate unopposed. We have heard of no effort on the part of the Associação Industrial, in whose charge the Edison apparatus was at the time of the accident, to ferret out the guilty party. Even the director-general of the telegraph department, who should make every effort to guarantee fair play, does not seem to have noticed the trick. Fortunately, however, the Edison light has been placed in the Dom Pedro II railway station, where the public may judge of its merits without interference.

EVER since the telephone company of this city—which is so unfortunate as to be a foreign enterprise—began to stretch their lines from the central office to the various suburbs, there has been a systematic effort on the part of certain interested parties to impede the work and damage the property. The means usually employed is the cutting of the wires. Regardless of the fact that this is an injury to private parties, as well as to the company, this contemptible work has been prosecuted not only without hindrance but with the well known approval of influential parties in this city. The manager of the company now states that he has the names of several persons who have done the cutting and that they are employees in the state telegraph department. This is an occurrence which should not be overlooked for one single moment. The opposition to the telephone company of the director-general of this department, Barão de Capanema, was well known long since and it was so marked and openly expressed than an order from the late premier, Counselor Saraiva, was necessary to secure the rights of the company against the encroachments of the department. Although this company has an exclusive privilege for a term of years, another system has not only been introduced into the city but its wires are being put up by the employees of the state telegraph department. We have heard of instances where the man in charge of the work of putting up these lines has put his insulators on roofs saying that he is doing so by orders of the director-general. This whole business, from beginning to end, is a flagrant violation not only of the privileged rights of a company, but also of the private rights of citizens. It is a flagrant breach of faith, and is treacherous and dishonorable in the highest degree. The government should not lose one moment in probing this matter to the bottom, and in punishing every person concerned in it, even though it be the chief of the department himself. It is no longer a personal matter; the good faith of the government is at stake. If a privilege to a foreign enterprise is worth one straw in Brazil, then the government is bound to guard and protect it. If, however, a foreigner has no protection for his labor and investments as against the malice of influential personages, then let us know it at once. If matters go on in this way a little while longer—in the confiscation of property, the breach of contracts, the destruction of electrical machines and the cutting of telephone wires—this country will be saddled with a reputation which will

not only keep enterprise and capital at a distance, but will even drive away those that are now here. It is full time that the steady, thinking portion of this community take these occurrences into consideration, and determine where they are being led.

We trust that the Associação Industrial have not failed to note an interesting item in the *Journal's* London correspondence of the 11th instant regarding the results of protection and free trade in two Australian colonies—Victoria and New South Wales. These countries are very much younger than Brazil and are much more unfavorably situated with respect to the markets of the world. If we are to believe the doctrine that protection is necessary to the development of a new country—which we most decidedly do not believe—then these distant youthful colonies are far more in need of it than is Brazil. In reality, however, the living facts prove the very reverse of this claim. The following statistics, taken from *The Economist*, which we reproduce lest our protectionist friends should have overlooked them, conclusively prove that while the highly protected colony of Victoria has made but small progress during the last ten years under the burden of her absurd tariff restrictions, the free trade colony of New South Wales has been making extraordinary progress. The results of the two systems are best illustrated in the following results:

TRADE IN 1870.

	imports	exports
Victoria.....	£12,415,757	£12,470,014
New South Wales.....	7,757,281	7,990,038

Bal'ce in favor of Victoria	£4,658,476	£4,479,976
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TRADE IN 1880.

	imports	exports
Victoria.....	£14,550,894	£15,954,559
New South Wales.....	13,950,075	15,325,138

Bal'ce in favor of Victoria	606,819	429,421
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PERCENTAGE OF GROWTH IN 10 YEARS.

	in exports	in imports
Victoria—under protection.....	17	20
New South Wales—under free trade	80	94

We need add only that in 1875 the population of Victoria was 823,372 and that of New South Wales, 606,652. Victoria has become aggressively protective and has sought to enrich herself by imposing heavy restrictions upon the commerce of other countries, while the sister colony has continued the liberal policy of her mother country. The result, as shown in these figures, is significant. In seeking to shut out competition, the colony of Victoria has succeeded only in restricting development. In leaving the channels of trade open and to the natural laws of competition, the other colony has succeeded in almost doubling her trade within one decade. During these years the first has been steadily and heavily taxing the many for the benefit of the few, and has actually lost ground in the operation. The latter, on the contrary, has added to the wealth of the many by permitting them to buy at natural prices and by refusing to tax them with the support of exotic industries; and the result has been an enormous accretion of wealth—in which after all lies the real strength of a people. This is a lesson which the protectionist agitators here should take to heart. They already have a tariff which is actually impoverishing the country, because it makes the enhanced cost of living disproportionate to the limited means of living. This tariff is already prohibitive in many of its features, and protective in nearly all the rest. More the people can not pay. If an article can not be produced here at less than twice the cost elsewhere, then for God's sake let it go, and let the people buy bread with the unjust tax of 100 per cent. What Brazil needs to-day is not hat and umbrella factories, nor cotton mills, nor foundries; she needs homes and education and money

for the masses of her people. These protected and carefully-nourished industries may help the few, and may be a source of patriotic pride to the ruling classes; but to the poor who literally pay for them, in toil, and suffering, and self-denial, and hopeless impoverishment, they are nothing but a curse. Protection is selfishness incarnate; it is a tyrant whose exactions are all the more cruel and dangerous because the hand that enforces them is unseen.

By an imperial decree of the 24th December, recently published, the government promulgates a new code of regulations for the telegraph service of Brazil. As yet, we believe these regulations have not been enforced. They direct that all telegraph lines, and all others by which communications can be made by electricity, shall belong to the dominion of the state. All lines, wherever or however built within Brazilian territory, are to be under the direction of the state telegraph department, and must be built under its authority and control. All proposals and contracts for the construction of lines must be submitted to this department, which will hereafter both audit and govern the service. The director general of the department is invested with large discretionary powers; practically he will have so absolute a control over all telegraph lines that nothing can be done without his authorization. He is even empowered to cut and destroy unauthorized lines. And it is specified that all lines not comprised wholly within the same property fall under the provisions of these regulations. The service itself is to be governed by special regulations, the operators becoming government employees and being invested with discretionary powers. They are even invested with the right to examine messages and to reject them if they consider them injurious to public or private persons, to public morals, or to public safety. Imagine the average telegraph operator invested with such authority! On the whole, we believe these regulations to be highly impolitic and dangerous, not only because they are inimical to private enterprise, but because they add still further to the authority of the government and add greatly to the work of centralization now going on. Make it possible for the organization and execution of no enterprise of this character without an authorization from a chief in the imperial capital, and there will soon be an end to all private initiative and enterprise. No one can decide so well what is necessary and expedient as the private individual who is proposing to invest his capital. Make him subject to the whims of an uninterested official a thousand miles distant, and in almost every case the money will not be invested. We believe that the government is making a very serious error in its present policy towards railways, telegraphs, and other similar enterprises. In the first place it is prejudicial to the country, because no capitalist can venture to invest his money under these regulations except on guarantees and conditions which will cover all these unknown risks. As these regulations are becoming more and more rigorous, the time will soon come when the investor will withdraw entirely from the country. In the matter of railways built and managed by private enterprise, the telegraph line should be considered an integral part of it. And yet, under these regulations, no railway company can have its own telegraph line except under conditions which render them subject to the most annoying regulations and supervision. Their messages will be sent by government employees, and their private affairs will be open to a hundred prying eyes. Then, too, there will be—in fact, there now is no right to construct and use private business

lines, between two or more parties, without this same authorization. Every telephone line will be subject to the director-general and such a thing as unrestricted communication by means of electricity will be unknown. When there is a wise and efficient director-general at the head of the department, it will be possible to reduce this annoying supervision very materially, but even then it will be a constant restriction and vexation simply because there is so much discretionary power entrusted to subordinates. The tendency is all in the wrong direction; it should be toward greater liberty for private enterprise, instead of an absorption of all initiative and control within the government. The policy of to-day is one of retrogression, not of progress.

WE are informed that the Associação Industrial of this city, under whose management the late national industrial exposition was held, has published a book in which THE RIO NEWS is vigorously castigated for its heretical economic opinions. Unfortunately for ourselves we have not yet seen this work, and we are therefore ignorant of the damage which our reputation has suffered. We are informed, however, that we have been placed on the dance block for our mistaken statements about the Brazilian tariff, and we have been severely censured for expressing opinions actuated by interested motives. The Brazilian public is informed that our opinions are those of the foreigner who wants exclusive control of the Brazilian market, and that we oppose national industries simply because we do not want local competition. If we are informed correctly—as we undoubtedly have been—we have to say that our position on this question has been totally misunderstood. We are not surprised at all this, however; in fact, we expected it. Were we interested in just the same way as are our accusers, and did we know as little about the subject as they clearly do, we would probably say just the same thing. When a man can not meet a question squarely, he always resorts to this by-play in order to divert attention from the main question and to arouse prejudice against his opponent. Had the directors of the Associação Industrial understood us fully, they would have hesitated in accusing us of interested motives. We have simply advocated economic truths which are as broad as the universe, and which know no race nor nationality. If we have misinterpreted or misstated these laws, our opponents have had every opportunity for correcting us. Instead of this there has been a studied avoidance of our questions and statements, and a general denunciation of ourselves as a party interested in keeping Brazil in commercial subjection to England and the United States. This is not only unfair to ourselves, but it is absurd in the highest degree. If the Associação Industrial gentlemen will note how small a percentage this Brazilian trade occupies in the aggregate exports of England and the United States, they will probably see that the exclusion of the products of these two countries will scarcely be felt by them, while on the part of Brazil it would cause widespread distress. The interest of these two countries in this trade is comparatively small beside that of Brazil. Were every Brazilian port closed against the products of these two nations, it might occasion loss to a few houses especially interested in this trade, but beyond that it would not be felt in the slightest degree. But what would be the effect on Brazil? It could not be borne! Take away American and British food products, fabrics and machinery, and what would the Brazilian people do? If these two great countries produce what is necessary to Brazil, it is

certainly no disgrace for the latter to buy. And if these countries can produce more cheaply than it can be done here, then certainly it is a gain to buy from them. In advocating the removal of commercial restrictions—of which this system of protection is the chiefest—we have simply advocated a policy which is of far greater benefit and importance to Brazil than it can possibly be to any other country. Certainly there can be nothing inimical to Brazil in advocating cheap food and cheap clothing, for these things mean a greater degree of comfort for the people, and a saving in hard cash both to themselves and to the government. We believe most thoroughly in considering the needs of the people first, before that of any class. If this be inimical to the country, then we shall very gladly bear the blame.

During the last calendar year nearly a half million immigrants landed at the port of New York, and were received, sheltered and sent on to their destinations by a local organization known as the "commissioners of emigration." This organization is created by a law of the state of New York, and its duties are confined simply to receiving and forwarding immigrants. The commissioners receive no salary; the only expenses incurred grow out of the employment of interpreters and subordinates at the Battery immigrants' quarters. For the year 1881 these expenses were only \$177,650.77, which is certainly a very low sum for the work accomplished. The character of the services rendered calls for only a moderate expense, the immigrants being required to pay for their own support wherever their circumstances will admit. They are supplied with food and shelter for the brief interval in which they remain at the Battery at the most reasonable rates; and they are furnished with all the information they desire about the different states, the prices of land, and costs of living. Special trains are run over the main railway lines for their accommodation, on which the fares are greatly reduced, and the Battery officials give them minute instructions in all matters which might confuse such a class of people on their first arrival in a strange country. They are not made to feel either that they are conferring a great favor on the country by coming, or that the government has taken them under its own special charge. They simply find the doors wide open, and they enter and go wherever they wish. The only restrictions placed upon them at their arrival are those of the port health regulations, and the means employed to protect them against confidence men. Beyond that they are at liberty to choose a domicile in any city or state, and to go there when and how they please. They enter under the protection of the general laws as soon as they arrive in port, and they at once stand on an equality with all the rest of the people, except as to the requirements of residence and the forms of acquiring citizenship. In view of these simple and inexpensive processes of receiving and providing for immigrants in the United States, and of the uniform good results arising from them, is it not possible for Brazil to pursue a similar policy. This great empire has an abundance of unoccupied lands, and is urgently in need of just the classes of emigrants which are now going to the United States. There they readily adapt themselves to the new conditions of life and are speedily assimilated in the population; here they should do the same, were the opportunity afforded them. Brazil has expended enormous sums in this effort to establish colonies, and is even now spending more to secure a few thousands than is spent in the whole United States to take care of a voluntary emigration of three-quarters of a million; but it has all been spent in the

wrong way. Special laws and restrictions have been enacted where none were needed; and imposing colonies have been marked out where unrestricted settlement would have been far preferable. If the General Assembly will simply wipe out all existing legislation on this subject of colonization, and then quietly open the door for the free entrance of the immigrant, Brazil will then possess all the immigration laws that are needed. Then put all men on an equal footing in all the rights of conscience and citizenship, and open every avenue to them whether in private or official life. And then make the acquisition of land cheap and easy. Until these things are done, there can be no spontaneous emigration to Brazil worthy of the name. As long as the stranger is kept under special laws and is hedged in by all manner of restrictions, he will never feel satisfied. As long as it costs him 120\$ to take out his naturalization papers, he will be very reluctant in becoming a citizen. All that is needed in this question is a truly liberal policy, and to that the General Assembly should address itself without delay.

ABOUT a month since we were the recipients of a little pamphlet from the S. João d'El-Rey Mining Co., of London, which is modestly styled a "memorandum" and is signed by John Hockin, managing director. The import of this memorandum is to clear up an old transaction relative to the illegal enslavement of some three hundred blacks formerly belonging to the Cata Branca company. It is unnecessary to state that the clearing up has resulted in nothing more than a very lame justification of the act, and of exposing a phase of character which is not altogether pleasant to contemplate. The agreement between the two companies as to the liberation of these slaves is admitted, as also their retention in slavery after the day specified for their emancipation. The excuse given is that three years previous to that date, or in 1857, "the directors of the two companies took the opinion of all their principal officers, and of their friends, amongst the most influential of the resident Brazilian proprietors, as to the expediency of suddenly emancipating so large a body as 300 slaves, wholly unprepared and unfitted by habits of sobriety and industry to become good citizens." Now that was a very politic thing to do, especially as all these parties were directly interested in keeping these blacks in slavery! The slaves themselves, however, were not consulted. The result of all this benevolent consultation was an unanimous opinion that "such a proceeding would be very injurious to the true welfare of the slaves themselves, who, it was felt, would, from their known habits, be sure to give way to intemperate and dissolute habits." And so it was fixed. "Eminent counsel in London" said that the contract of 1845 could be modified, and the "company's legal adviser in Minas" concurred. And from these purely philanthropic motives, this rare sample of Christian benevolence, these three hundred slaves were retained in slavery for life, just to prevent their giving way "to intemperate and dissolute habits!" And to do this, the board of directors of a company, which sold its property in 1845 and went out of business, was conveniently resurrected, and has existed since for the sole purpose of drawing the wages of about two hundred slaves! Just think of it! An English company, located in London, and having no other business than farming out slaves! And another company—one of the richest mining companies in the world—has the temerity to admit a partnership in the crime, and to justify it over the signature of its managing director. It matters little how many sophisms and inaccuracies this mem-

orandum contains—and they are not a few—the simple fact remains that certain *pseudo*-directors of an extinct company are living upon the hire of slaves, and that a responsible English company is a partner to the transaction. Mr. Hockin says that the contract was altered in 1857, and the slaves were registered in 1872 by the superintendent of the Morro Velho company under a power of attorney from the Cata Branca directors dated August 6th, 1872. He neglects, however, to give the text of that document of 1857, which simply provides for the annual liberation of the slaves "without prejudice to the agreement subsisting between the two companies dated 27th day of June, 1845." He also neglects to explain how it was that Mr. James Newell Gordon matriculated 213 Cata Branca blacks at Sabará some two or three months before that power of attorney of August, 6, 1872, was even signed. It is all very well to talk of philanthropy and interest in the welfare of these unfortunate slaves; but the infamous character of the transaction still remains. Instead of clearing it up, this memorandum of Mr. John Hockin only serves to make it blacker, for it attempts to disguise the crime under the cloak of a questionable authorization from the most contemptible organization ever known—the resurrected directory of the Brazilian company—and also under the specious plea of a benevolent interest in the slaves themselves. A more infamous transaction it will be difficult to find. Even a high Brazilian court, trained up to believe in slavery and to overlook many a dark transaction against the lives and liberties of slaves—denounced this business in the severest terms, and came very near ordering a criminal prosecution. If the British government will take Mr. John Hockin's memorandum before an English court of justice, we shall still hope to see justice done.

THE receipts of Rio coffee at New Orleans during the half year ending December 31, 1881, were 127,841 bags, and the stock on hand July 1 was 19,358 bags, making a total of 147,199 bags. The sales during the half year were 117,071 bags, leaving a stock on hand on the 31st December of 30,128 bags.

IN the annual reports of the various chambers of commerce throughout Germany, 85 of them assert positively that "with very few exceptions, all the districts, whether mining or manufacturing, in the interior or on the sea coast, report an absolute stagnation in all branches of trade, and a large majority openly charge the protective policy with this disastrous result." This will be entertaining reading for the Associação Industrial.

A LARGE number of coffee dealers have applied to the Coffee Exchange for membership, and some produce, grain and cotton dealers are anxious to join; but the management desire that the first hundred certificates, which cost only \$250 each, be taken up by the coffee dealers. After that, and until the membership is two hundred, the initiation fee will be \$500. Any person of a good commercial standing, whether coffee dealer or not, may become a member. A great amount of interest in being taken in the Exchange by parties living in other cities, some of the most prominent dealers in New Orleans, Chicago and St. Louis having applied for memberships. The Baltimore merchants are considering whether to organize an Exchange of their own or join the New York Exchange.—New York Commercial Engineer.

—The first man who conceived the idea of using steam for moving carriages on land was Solomon De Caus, a Frenchman, who, in the year 1641, was sent to a lunatic asylum for persisting in his idea. An old letter of that date describes a visit paid to the Bietre at Paris, which was the most celebrated mad house of the day, by the Marquis of Worcester. Among the inmates it mentions was one who alarmed the visitors by screaming behind the bars of his cell in a hoarse voice, "I am not mad! I am not mad! I have made a discovery which would enrich any country that adopted it." "What discovery?" asked our guide. "Oh," said the keeper, "something trifling; you will never guess it, it is the use of the steam of boiling water. To listen to this lunatic, you would think that with steam you could navigate ships, move carriages—indeed, there is no end to the wonders he would have us believe. He has even written a book about it."

PROVINCIAL NOTES

—The province of Pernambuco has 670 primary schools of all descriptions.

—The January rainfall at Uberaba, Minas Geraes, was eleven inches.

—The heavy rains throughout the interior during the past month caused several disastrous inundations.

—The province of Bahia has 610 schools, of which 362 are for males, 238 for females, and 10 mixed.

—The new water works of Santos were connected with the old supply system of that city on the 1st inst.

—The municipal council of Piracicaba, São Paulo, has asked the provincial assembly for an authorization to borrow 15,000\$ for street-paving purposes.

—The total postoffice receipts of the province of São Paulo during the fiscal year 1880-81 amounted to 261,567\$825, against 230,047\$191 in 1879-80, and 191,959\$133 in 1878-79.

—A young fellow, called Candido, has been brought before the authorities at Franca, São Paulo, on the charge of insanity. The peculiar phase of his insanity is that he eats snakes, and relishes them.

—An insane woman named Francisca Maria de Jesus, killed her mother at Ceu, Cachoeras de Macaé, São Paulo, on the 30th ult. The crime was committed with a club. Francisca has been arrested.

—A report comes from the interior of Bahia that a conflict took place on the 15th December on the Rio de Jacaré between two tribes of the Xavões and the Botocudos. The latter were defeated, leaving 28 on their number dead on the field.

—A lady teacher was elected to a position on the council of instruction at Fortaleza, Ceará, on the 16th ult.—the first instance of the kind in that province, and probably in all Brazil. The election was by the votes of teachers, and not by popular vote.

—Antonio and Theresa were cousins, both 14 years of age and living on a plantation about a league from Mogy-mirim, São Paulo. On the morning of the 30th ult. they undertook to investigate a loaded gun, and now Antonio is the only one left to make a report.

—Advices from Manaus of the 20th ult. report the population of that city to be passing through a terrible crisis. "The market was completely bare of articles of food." And yet Manaus is a capital city on the Amazon—whose valley admiring travelers have called "the garden of the world."

—The Amazonas provincial government has signed the contract with the Booth Steam Ship Co. for a direct line between Manaus and New York. The company will have its seat in New York and will be represented in Manaus by Messrs Ruiz & Teixeira. The steamers will make a trip every four months beginning at New York on the 30th April.

—The January customs receipts at Santos, as compared with those of last year, were as follows:

	1882	1881
From imports.....	187,517\$686	300,477\$700
" exports.....	189,155\$123	245,610\$457
	376,672\$809	546,088\$157
Decrease.....		169,415\$348

—It is pleasing to know that the city of Ipesquira, Pernambuco, has changed the names of all its streets—five in all—and that they will be hereafter known by the names of illustrious Brazilians. The homely old names of Commercio, Cadeia, Matriz, Apogee, and Sal will hereafter be known respectively as Conselheiro Barque, Duque de Caxias, Marquez do Iherval, Baão de Villa Bella, and Barão de Cimbres.

—A gentleman in Pernambuco complains that he received a trunk from Escala per the "Recife a S. Francisco" railway on the 30th ult. which had been broken open and a number of articles, principally jewelry, had been stolen. The railway authorities refuse to give satisfaction because the trunk was dispatched as containing clothing, and the "regulations" permit the breaking open of packages to verify the statements of contents. A traveling public would now be pleased to know if the afore-said "regulations" authorize theft also!

—The *Provincia de São Paulo* of the 4th inst. extracts the following from a private letter written by a planter in the interior of São Paulo:—"The continued rains, often torrential, are injuring, in a discouraging manner, the next future crop of coffee. For more than thirty days the rain has not stopped, there resulting from such continued humidity the rotting of the peduncle of the coffee fruit and, in consequence, its destruction. We have seen coffee orchards strewn with fruit, in great part nearly matured, and beside that the fall of these had been caused not only from the trees most loaded but also from those where the fruit is scarce. If the weather does not improve shortly, great, very great will be the loss of the cultivators of our already too greatly depreciated product."

—The January receipts of the Santa Catharina custom house were 50,379\$334.

—The January receipts of the Bahia custom house amounted to 1,064,039\$296.

—The receipts of the Uruguanay custom house during the half year ending December 31st last were 256,710\$607.

—The January receipts of the Paranaíba custom house amounted to 12,124\$216, and of the *adelfaria* 4,163\$533.

—The stone foundations of the lighthouse to be erected on Ilha Francez, province of Espírito Santo, have been begun.

—The January receipts of the São Paulo provincial postoffice were 29,682\$340, against 25,671\$100 in the same month of last year.

—The January receipts of the Natal custom house, Rio Grande do Norte, were 17,189\$341, and of the 3 per cent. provincial tax 2,821\$721.

—During the year 1881 there were 54 births, 9 marriages, and 70 deaths in the penal colony of Fernando de Noronha.

—According to a Campinas journal that city contains 2759 houses subject to the *imposto predial*, which amounts to 89,627\$224.

—The January receipts of the Pelotas *meat de rendas* amounted to 44,045\$980 for the national treasury, and 51,742\$191 for the province of Rio Grande.

—The customs receipts at Natal, Rio Grande do Norte, amounted to 27,501\$173 in October, 38,745\$726 in November, and 43,596\$819 in December.

—The *Correio Paulistano* is informed that the public debt of the province of São Paulo amounts to 5,011,000\$, of which only 1,000,000\$ is funded.

—The quantity of gold sent to the Portuguese treasury from the captaincy of Minas Geraes between 1771 and 1726, says the *Liberal Mineiro*, was 518 arrobas, 26 libras, 2 onças and 4 oitavas, or about 16,662 pounds.

—The *Vira Dentes*, of Uberaba, Minas Geraes, claims the *Illustrado* negro, Afonso Celso Junior, as a republican. In such case, will our colleague tell us what is meant by "republican?"

—The British schooner *Mary Queen*, from Cadiz with a cargo of salt, was wrecked off the Rio Grande bar, seven miles north of S. José do Norte, on the 1st instant.

—After a delay in Manaus of over one year the Brazilian boundary commission under Lieut. Col. Lopes de Araujo finally left for the Venezuelan frontier on the 10th ult. They go to the Rio Branco first.

—The January receipts of the customs departments at Pernambuco were as follows:

	1882	1881
Custom house.....	1,185,939\$543	1,185,425\$662
Recebedoria.....	49,486\$692	54,335\$906
Consulado.....	295,154\$785	288,120\$556

—A force of fifty men attacked the village of S. Luiz, municipality of S. Borja, Rio Grande do Sul, on the 27th of December, and after an exchange of shots with the police they captured and killed Lieut. Luiz Cavalheiro do Amaral. The latter was under arrest on the charge of having assassinated a planter named Souto.

—The late detection of a Porto Alegre merchant, Rutilio Hanssen, in smuggling hats from the Dutch *ign. Arden*, has resulted in sentencing Hanssen and his boatman to the loss of the goods and boat and a fine of one half their value—amounting in all to 4,125\$150. Hanssen is further sentenced to exclusion from all the custom houses and *meats de rendas* of the empire. The *Arden* is also fined 800\$.

RAILROAD NOTES

—The Campinas tramway line carried 16,732 passengers in January.

—The Barra tramway of Santos carried 21,288 passengers in January.

—The October receipts of the "Recife ao São Francisco" railway were 71,069\$968, and the expenditures 61,486\$762, leaving a deficit of 9,583\$206.

—The November receipts of the "Recife ao São Francisco" railway amounted to 126,331\$078, and the expenditures to 75,782\$993, leaving a surplus of 50,548\$085.

—The December receipts of the "Recife ao São Francisco" railway amounted to 163,968\$494, and the expenditures to 93,446\$636, leaving a surplus of 70,521\$858.

—The receipts of the "Macaé e Campos" railway during the last half year amounted to 776,293\$420 against 678,942\$880. The expense account is never published.

—The tramway lines of the city of São Paulo carried 102,927 passengers during the month of January, of which 8,252 were carried free. The total traffic for the year 1881 was 1,056,445 passengers.

—The January receipts of the "Macaé e Campos" railway were 85,537\$380.

—The January receipts of the Barão de Ararum railway amounted to 13,245\$200.

—It is stated that the steam elevator for the Paula Mattos hill in this city has been shipped at Liverpool.

—The Bragantina railway of S. Paulo has asked for a further extension of six months for the completion of that road.

—Decree 8,388, of the 28th ult., approves the definite surveys of 77 kilometers of the Bahia Central railway, beginning with kilometer 104.

—The October receipts of the part of the Sobral railway, of Ceará, now under traffic, amounted to 3,121\$431, and the running expenses to 4,394\$615.

—The *Jornal do Parahyba* of the 24th ult. says that a bark was then discharging materials at that port for the Conde d'Eu railway, among which are two locomotives.

—The total receipts of the Sorocabana line, São Paulo, during the first half of 1881 were 202,841\$650, and the expenditures 184,342\$092, leaving a surplus of 18,499\$558.

—The December receipts of the Feira de Sant' Anna branch of the Bahia Central railway were 11,645\$970, and the expenditures 14,506\$190, leaving a deficit of 2,860\$220.

—The *Jur de Fóm* tramway carried 21,335 passengers in January. Of these 1747 were carried at an abatement of 20 per cent. The gross receipts were 2,548\$260, or 82¢ a day.

—The December receipts of the "Recife ao L. Imoier" railway, over the part under traffic, amounted to 30,571\$400, and the expenditures to 20,207\$290, leaving a surplus of 10,364\$110.

—The continued heavy rains have caused many interruptions to traffic on the railways. Land slides are reported at various points along the Dom Pedro II and branch roads, and on the São Paulo roads.

—The guaranteed interest paid to the shareholders of the São Paulo and Rio de Janeiro railway up to the 30th June last amounted to 2,804,128\$680 from the imperial government, and 182,612\$862 from the province of São Paulo.

—The largest dividend paid by any English railroad last year was 10½ per cent. by the Maryport and Carlisle line, operated by the Great Western Company. It is a small road, forty-one miles long, and has a capital of about £700,000.

—The December receipts of the Paulista railway amounted to 302,815\$980, and the expenditures to 87,012\$050. This gives a total receipt for the half year of 1,553,619\$780, and an expenditure of 436,763\$750, leaving a surplus of 1,116,856\$030.

—The wages of a Massachusetts laborer for one day will pay for moving his year's supply of flour and meal from Chicago to Boston—a distance of one thousand miles. There is a bit of political economy in this fact that Brazilian railway men and politicians will do well to take into account.

—A circular of the London, Brighton, and South Coast railway, issued toward the close of last year, announces that "early in the ensuing year the directors intend introducing experimentally the American luggage system." Not a bad idea, that; especially in the "experiment" reservation!

—According to the 27th annual report of the Petropolis steamboat and railway company, the total receipts for the year 1881 amounted to 453,247\$110, and the expenditures to 276,173\$210, leaving a surplus of 177,073\$900, which is equivalent to a little over 8½ per cent. upon the capital.

—Mr. Edward Atkinson, the eminent merchant and economist of Boston, speaking of railways at the Atlanta cotton exposition, says that "there is a profitable copper mine in Arizona at which the ore is smelted with coke brought out from England, and the engines on the railroad, by which the coke is carried to the mine, are drawn by coal brought from Australia."

—Nearly one-half of the railway system of Great Britain is under the control of six companies—the London and Northwestern, the Great Western, the Great Northern, the Midland, the Northeastern, and the Caledonian. These companies control 8,338 miles of line and about £368,000,000 of invested capital. This result has been attained by the absorption of smaller lines, and the process is still going on.

—The November receipts of the "Bahia ao São Francisco" railway amounted to a grand total of 4,293\$740, and the expenditures to 104,814\$542, of which 17,097\$642 is charged to traffic account, leaving a deficit of 12,803\$902 in the running expenses. The other expenditures were on account of construction. The line manages to run three trains per week, and even then with so little effort to accommodate that very little traffic is secured. The administration has an idea that the road is purely strategic, and does not need to bid for freight.

—The January receipts of the Carangola railway amounted to 37,622\$210.

—It is announced that the minister of agriculture adopted the definite surveys of the "Macaé & Imperatriz" railway by an *arvio* of the 13th inst. The line will follow the valley of the Mundaby. The capital of this road is fixed at 4,533,000\$, upon which the government guarantees 7 per cent. per annum.

—Edward Ware, C. E., well known to the engineering guild of Brazil by his work on the construction of the São Paulo railway, has just been appointed engineer-in-chief of the Bahia Blanca extension of the Great Southern railway of Buenos Aires. For some time past Mr. Ware has been chief engineer of the Salta & Santa Rosa railway, of Uruguay. His most notable work was the construction of the long bridge over the Vi river for the Central Uruguay railway—the longest bridge, we are informed, in South America.

—The following are the names and extensions of the railways now in operation in the republic of Uruguay:

The Central Uruguay railway, running from Montevideo to the Vi river—a distance of 130 miles.

The Pando railway, running from Montevideo to Pando—a distance of 16 miles. This line will be extended to Minas, Maldonado.

The Ferro Caril del Norte, running from Montevideo to Barra Santa Luzia—a distance of 18 miles. This road connects with the city tramways.

The Salto & Santa Rosa railway, with an extension of 60 miles.

RIVER PLATE ITEMS.

From the Buenos Aires Herald, January 31.

—The great heat nearly stops business, no one doing more than compelled to do.

—The exhibition palace is almost ready, and large consignments of goods are coming in from every quarter.

—The wheat at the district of Tandil is expected to amount to between 50 and 60 thousand fanegas this year.

—Great enthusiasm prevails throughout the provinces, and particularly at San Juan, on the subject of the Continental Exhibition.

—The board of the Western railway has deposited a million dollars in the bank, that being the amount of half its profits for last year.

—The government has ordered the payment of £52,000 sterling, to their commissioner in Europe, for the railway material forwarded by him during the last months of last year.

—There are actually 23 vessels anchored in the port of Montevideo which cannot pass the bar at Rio Grande. We advise captains to look out before signing charters for that port.

—It has been decided at the stamp office to sell any stamp that is asked for without interfering to find out whether it is suitable for the purpose required or not, as was heretofore done, often to the annoyance of the public.

—The government has resolved to accept the proposal of Zimmerman & Co. for providing the Morse telegraph for the special service of the police. The apparatus will be manufactured by Siemens Brothers of London.

—The health of the city still gives occasion for some alarm, and, though it cannot be said that we are suffering from any epidemic, the cases of sickness and the mortality rates in the city are very much larger than usual.

—General Russell, the popular United States consul at Montevideo, has been presented with a beautiful gold and silver cup by the American shipmasters in that port in token of their high consideration for him as a consul and a countryman.

—During last year 821 steamers left Rosario with 229,745 tons cargo; 877 sailing vessels with 56,180 tons cargo; total, 1,698 vessels with 285,925 tons cargo; 747 vessels with 72,007 tons ballast. Left with cargo in transit: 176 steamers with 39,293 tons cargo; 25 sailing vessels with 789 tons cargo.

—From Messrs. Woodgate Bros', circular we take the following export during January: 30,438 salted ox hides, 10,384 do horse do, 67,014 dry ox do, 5,040 do horse do, 1,820 pipes tallow, 25 boxes do, 212 hales hair, 61,090 b. wool, 4,340 b. sheepskins, 17,913 quintals beef, 18,551 bags maize, 1,559 bags wheat, 16,173 bags linseed, 1,181 bales sundries.

—The taxation on food increases. Our precious government has put on a tax of 1 peso on every sheep sold. Before there was a tax of 2 pesos for bringing in and 1 peso for the market monopoly, and now 1 peso is to be added, making 5 pesos for each head, or twenty per cent. tax on meat. The people ought to break down this monstrous iniquity, and break down any scheming politician who upholds it, and the press, which is not owned body and soul by the ring who rules, ought to help to do this work.—January 25.

—The wool which has been sold this year in the province of Entre Rios alone amounts to upwards of three millions arrobas and it is estimated that there are three or four millions arrobas more which have not come in from the camp yet. The whole of this year's wool in that province is valued at about twenty-four millions hard dollars.

—Regarding the extortionate taxation on meat, we learn that we quite undervalued the facts. There is a tax for *gaitas* of \$5 per 100 head of sheep. One for road and bridges of \$2 and 50 per 100 head, the new provincial tax of \$2 a head, and a municipal tax of \$3 (against which the butchers will appeal), making at least a tax of 25% on the mutton the poor man eats. This is an abuse which is intolerable, and the public should count any official a public enemy who fails to oppose and remove it.—*January 27.*

—Our colleague *Luz Delator*, of the province of Joiny, discourses as follows on the railway: "On the encumbrance which has been abandoned by the second division there lie, thrown about, many valuable implements, which have cost the nation many dollars, and which are now lost through neglect and exposure to the rain. The laborers of the 2d division do not number more than 80, and yet, with the exception of three or four overseers, they have the same number of employees as when there were 800 men at work, i.e., there is at least one employed over every five laborers. In the 2d division every thing is out of joint, and it might even be asserted that the chief himself does not know what is going on around him. As a proof of this it may be mentioned that an employee was discharged the other day, when, according to the confession of his fellow-clerks, was clever enough to cheat even them. Bricks, the fair price of which is 30 pesos, here cost the railway 70 pesos? With all this, how much is the railway to cost the country?"

From the New Orleans Times Democrat.
CUBAN SKETCHES.

Mr. James Steele, American ex-consul at Havana, has produced a volume of Cuban sketches which we consider the most remarkable and vivid picture of Havana and the Havanees that has yet been written. There is an amusing and unimpeachable frankness about his work. He tells the reader plainly that he is writing only from the American standpoint,—that he is aware there are many romantic people who will find beauty and picturesque scenes where he beholds only ugliness and oddity,—that there are so-called cosmopolitans who will consider his sketches cramped, unjust, unphilosophical. He is not writing for these. He is writing only for ordinary Americans and Anglo-Saxons who judge of facts practically, and from a utilitarian point of view, not for artists, who merely seek color and form, the charm of the eyes, the fascination of tropical haze. The Anglo-Saxon in Cuba will not find there the dream of palm-groves and walled cities, Spanish ballad romance and perfumed winds, which he has created in his own mind. It may be imagined, perhaps, that Mr. Steele is one of those rigidly practical men who are incapable of seeing beauty in anything which is not strictly useful. But Mr. Steele is in his own way an artist—a man possessing unusual sensitiveness to natural beauty, and unusual skill in depicting it. His book amply proves this fact. Its pages are pictures—sharp, clear, luminous, warm as watercolor sketches of the boldest sort; and it gives him exquisite pleasure to paint a beautiful effect whenever he can find one. Yet any person who peruses his work will be apt to think with him that beautiful effects are not often easy to find in the Pearl of the Antilles. The great tropical city is comfortless, squalid, dilapidated, filthy—a city of alleys instead of streets, residences that resemble prison-buildings without glass windows, fire-places, comforts of any kind, without even the luxury of quaint gardens and attractive courtyards. The Plaza alone makes a bright spot in all that vast and joyless metropolis. There is little gaiety, little pleasure; much apathy and indolence unspeakable. Race hatreds are strong; the stranger there always remains a stranger. The police surveillances worse than that at Paris, and probably as bad as that in St. Petersburg. The morals of the community are violently contrary to all Anglo-Saxon ideas. Miscegenation is the rule rather than the exception; the pompously announced emancipation seems to exist only in proclamations. Political corruption assumes its worst forms there; enterprise in commerce and progress in industry are unknown or opposed. Under all circumstances the sexes are separated as much as possible by those semi-oriental regulations, which are enforced in Spain more than in any other Latin country. Cleanliness is not a common virtue; hygiene is unknown, and diseases carry off vast numbers of Europeans. The climate is unsuited to the white race;—even the Southern Spaniard who can toil with unabated vigor, under the sun of an Algerian mid-summer, degenerates there. Only the negro and the Chinaman do flourish there among human exiles; and in a century the entire population

will have become dusky. Conditions in other parts of the island are rather worse than better; the towns are more uncomfortable than the metropolis. Natural beauties are rare indeed; the visions of beauty the traveler expects to see in Cuba never live before him. The women are pretty, indolent, jealous, proud to an extent inconceivable by Americans, and spend most of their lives in rocking chairs. The native Cuban is chiefly remarkable for hands of extraordinary length and leanness, and nails like bird-claws.

Any American who remains in Cuba beyond a certain length of time is liable to remain there for life—although all foreigners have a peculiar horror of lying in the place. He first becomes indolent, finally apathetic; his energy vanishes, his constitution breaks down; he becomes a mechanical part of the life around him,—although he will forever remain *El Americano* to the natives, and will never make friends or enjoy existence according to American ideas. In all that vast population he will remain a solitary, a stranger among a stranger people, a hermit in the midst of a metropolis,—tolerated but not liked during his life, and never regretted after death.

LOCAL NOTES

—The opening of the Buenos Aires exposition has been postponed to the 1st of March.

—The government has appointed Bacharel Saucedo de Barros Pimentel to the presidency of Ceará.

—The government has appointed Dr. Gustavo do Rego Macedo as colonial manager of the *Puerto Oficial*.

—The minister of finance has authorized the president of Santa Catharina to expend 152,000\$425 in emancipating the Blumenau colony.

—The Companhia Nacional announces a reduction in steamship fares to Buenos Aires during the continental exposition.

—Decree 8,392, of the 4th inst., grants a ten years' privilege in Spain, Heaven for the use of rubber as an improvement in his coffee machinery.

—Decree 8,393, of the 4th inst., confers a ten years' privilege to William G. Morrison for a portable vertical saving machine of his invention.

—The government has appointed Bacharel Herculanus Marcos Inglez de Souza to the presidency of Espiritu Santo, and Bacharel José Barbosa Torres to that of Alagoas.

—The new minister of foreign affairs, Felipe Fransen de Sá, has been chosen to fill the senatorial vacancy from Maranhão. This is the second minister sent up to the Senate.

—The new parliamentary editor of the *Diário Oficial* is Marçalino Alvares da Silva Campos Sobrinho. There is nothing like having a trusty relative in an important position.

—By an imperial decree, No. 8,391, of the 4th inst., a ten years' privilege is conceded to William Van Vleck Lohgervood for a coffee hulling and cleaning machine of his invention.

—Notwithstanding the testimony of engineers and others who have visited the Santa Cruz slaughter house, the official reports still tell us that the meat arrives here in perfect condition.

—On the 2nd inst. the government appointed Bacharel José Leandro de Górvy Vasconcellos to the presidency of Rio Grande do Sul, and Bacharel Carlos Augusto de Carvalho to that of Paraná.

—Decree 8,390, of the 28th ult., grants a ten years' privilege to Thomas Barnes and Phil Slaughter for a process and apparatus of their invention for extracting cane juice and manufacturing sugar.

—According to a statement by Deputy Escaragolle Taunay in the Chamber on the 6th inst., the taxes and fees upon naturalization papers in Brazil amount to 120\$. The stamp tax alone is 25\$000.

—The minister of agriculture has instructed Dr. Benjamin Franklin de Albuquerque Lima to make an exploration of the Rio Parahyba, in the province of Paraíba, with a view of improving it for navigation.

—The estimates of civil engineer Benjamin Franklin de Albuquerque Lima for the improvement of the Rio das Velhas are for a maximum of 2,000,000\$, which sum he calculates will secure an uninterrupted navigation during the whole year.

—A cable dispatch on the 10th inst. to Messrs. Wilson Sons & Co. announces the departure of the American line a free Shied steamer, the *Berkshire*, from New York on the 5th. The steamer called at Baltimore, which port she left on the 8th.

—The exposition authorities, forgetting that they are only a private organization, have assumed the right to turn the key on the Edison "dynamo" at the exposition buildings. The reason given is that they wish to investigate the charges of foul play. It is to be feared that these gentlemen are not acting altogether with impartiality.

—It is announced that the new *carta geral* of Brazil is now ready for the printer. The new map will give all the railway and telegraph lines.

—Imperial decree 8,395, of the 4th inst., approves the statutes of the *Pojoca* central union in Bahia. The late prime minister, Conselheiro Saraiva, is a large shareholder in this enterprise.

—The minister of empire has issued instructions to the board of health to afford further opportunities for vaccination, in view of the increase of small-pox in this city.

—The experiments with the Edison electric light at the Dom Pedro II station are resulting very satisfactorily. The electricity is supplied by a Gramme machine.

—The steamer *Glenoff*, from New York, arrived at Pernambuco on the 13th inst., and left for this port on the following day.

—The Emperor has selected Vice Admiral Joaquim Raymundo de Lamare from the triplicate list to fill the senatorial vacancy from the province of Mato Grosso.

—The Botanical Garden Rail Road Company has asked the government to approve the transfer of its seat from New York to Rio de Janeiro. The petition has been referred to the council of state.

—An imperial decree of the 11th inst. granted a privilege to an American company to establish a cable line between New York and Rio de Janeiro, touching at Fortaleza, Ceará.

—Among the pleasing things connected with the late industrial exposition is the granting of diplomas for literary works. Every one is to have a prize; possibly, even the "Musa do Povo." The dead as well as the living are to receive diplomas, and every body is to be made happy.

—A resolution was introduced into the city council by Alderman Hermannogen on the 9th inst. rescinding all ordinances relative to the whipping of slaves by the municipal authorities. Instead of passing the measure and ending the shameful practice, the council referred the matter to the committee on justice.

—The character of the bulk of legislation before the General Assembly is illustrated by the "Order of the day" for the 9th inst. in the Senate, which specifies *one hundred and fourteen* separate bills granting special favors to students. No wonder that real legislation is very rarely considered.

—According to the *relatório* of the retiring president of Paraná, there was not one death in the "city" of Ponta Grossa, Paraná, during the year 1889. There were registered, however, 224 births and 53 marriages. It is to be hoped that through tickets to Ponta Grossa, at reduced rates, will soon be provided.

—It is pleasant to note that the commission of the national exposition has granted a "diploma of progress" to the well-known manufacturer of spurious wines in Rua do Passieiro. As these imitations are recommended as home products, the commission seems to feel that the encouragement of a diploma is highly necessary.

—The government has received five boxes more of phosphate from Fernando de Noronha, which have been handed over to the imperial agricultural institute. It is thought by some eminent political agriculturists that the Fernando phosphate will thrive well in this latitude, and it is desired therefore to give a full and fair trial.

—Among the several pious charities in the English-speaking community of this city, there is one which should appeal very strongly to the benevolent impulses of all—and that is the English primary school in the Rua do Physiothio, No. 48. This school gives instruction in the primary branches of an English education, and, as many of the children are from poor English families who are unable to pay for tuition, it is very largely dependent upon the generous support of its friends. For the month ending February 9th, the expenses were 127\$000 above the tuition receipts. The attendance is from nine to eighteen pupils. It is designed to remove the school into Rua do Príncipe soon, which will be a more central location for the population which it is to serve. During the current year a trained teacher is expected from United States who will organize the school on the graded system and make it a more efficient means of instruction. To do all this requires money—enough to guarantee the support of the school and to afford many poor children the means of acquiring an education. A school is a charity which appeals directly to every benevolent heart, and this humble little undertaking should not be overlooked. Those who may wish to aid in this work may leave their subscriptions at this office, or with Rev. J. J. Ransom, No. 48 Rua do Ouvidor, second floor.

The annual foreign trade of London is, in round numbers, \$644,000,000, of Liverpool \$231,000,000, and of New York \$903,000,000.

The emigration into the United States during the calendar year 1881 amounted to about 700,000 persons.

MONTHLY SUMMARY.

Meteorological observations taken at Brax, in the city of S. Paulo, during the month of January 1882, by the

Companhia Catatubira e Engollos.

Lat. 23° 32' 38" S.
Long. 46° 36' 40" W. (Greenwich.)
Height of barometer 2,923 ft. above mean sea level.
Dio. of rain gauge 2.25 in. 10 in. do.
Mean pressure at 9 a.m. 27.61 inches; at 9 p.m. 27.61 inches.
Mean pressure corrected and reduced to 32° Fahr. at mean sea level at 9 a.m., 29.931 inches; at 9 p.m., 29.93 inches.
Mean temp. of air at 9 a.m. 72°; at 9 p.m. 67° Fahr.
Mean of max. tem. in shade 81.5°; do min. in shade 63.3° F.
Mean temperature of Grass minimum therm. 62° Fahr.
Highest reading of max. of therm. in shade, 100° 20"
Lowest reading of min. of therm. in shade (10th), 55° 5"
Low est reading of Grass minimum therm. (10th) 50° 55"
Mean temp. of dew point at 9 a.m. 67.3°; at 9 p.m. 65° 66"
Mean elastic force of vapor at 9 a.m., 674 mil; at 9 p.m., 635 mil
Total rainfall for the month, 16.39 inches.
Maximum fall of rain in one day, (4th) 2.6 inches.
Rain fell on 22 days.
Fog on the morning of 6 days and evenings of 5 days.
Dew on the mornings of 5 days and evenings of 5 days.
Thunder and lightning on 13 days.
Lightning seen, but thunder not heard, on 4 days.
Thunder heard but lightning not seen, on 6 days.
Lunar corona was observed on the 31st.

HENRY B. JOYNER,
M.L.C.E., F.R.C.S. & F.M.S.
Engineer in chief.

COMMERCIAL

February 14th, 1882.

Par value of the Brazilian oil reis (18000) gold 27 d.
do do in U.S. 10 do.
do at \$4.84 per £1. sig. 54 45 cents.
do \$100 (U.S. coin) in Brazilian gold 1867
do \$1. sig. in Brazilian gold 8889
Bank rate of exchange on London to-day 20 1/2 %
Present value of the Brazilian oil reis (upper) 75 1/2 gold.
do do in U.S. 10 do.
do at \$4.84 per £1. sig. 41-50 cents
Value of \$1.00 (\$4.84 per £1. sig. in Brazilian gold) 25 1/2
Value of £1 sterling 11 566

EXCHANGE.

February 4.—The Banks opened to-day with the following rates: London 20 1/2 % 50 pds.
Paris 4 1/2 %
Hamburg 5 1/2 %
New York 28 1/2 % 3 dds.
Portugal 26 1/2 %

During the day the market became firmer though the above official rates remained unchanged. Private paper on London was negotiated in the morning at 20 1/2 % and 20 1/2 % in the afternoon at 20 1/2 %. Sovereigns sold at 118 1/2 gold and at 118 1/2 for delivery till the 28th inst.

Feb. 6.—The market opened at 20 1/2 % advanced about mid-day to 20 1/2 % when the Banco Commercial offered the following rates:

London 20 1/2 %
Paris 4 1/2 %
Portugal 26 1/2 %
Private paper was negotiated at 20 1/2 % on London. Marke very firm. Sovereigns sold at 118 1/2, 118 1/2 and 118 1/2 cash.

Feb. 7.—The finances in the market continued. The Banco Commercial offered the following rates:

London 20 1/2 %
Paris 4 1/2 %
Portugal 26 1/2 %
but transactions in bank paper on London were effected at 20 1/2 % and 20 1/2 %. Private paper, which was scarce, was negotiated at 20 1/2 %. Sovereigns sold at 118 1/2, 118 1/2 and 118 1/2 cash.

Feb. 8.—The Banco Commercial offered to-day the following rates:

26 1/2 % on Portugal
but all the banks drew on London at 20 1/2 % and 20 1/2 %. Sovereigns 118 1/2 sellers, 118 1/2 buyers.

Feb. 9.—The Banco Commercial raised its official rates as follows:

20 1/2 % on London
4 1/2 % on Paris
26 1/2 % on Portugal
but, as usual on the day of departure of the Royal Mail, there was next to no business done. Small transactions in private paper were effected at 20 1/2 % and 20 1/2 %. Sovereigns 118 1/2 sellers, no buyers.

Feb. 10.—The banks offered to-day the following rates:

20 1/2 % on London
4 1/2 % on Paris
26 1/2 % on Portugal
Small transactions were effected at 20 1/2 % and 20 1/2 % and 20 1/2 % private paper on London. The market was firm but inactive. Sovereigns 118 1/2 sellers, 118 1/2 buyers.

Feb. 11.—The market to-day opened at the bank rate of 20 1/2 % but about 1 p.m. the Banco Commercial raised its official rates to

20 1/2 % on London
4 1/2 % on Paris
26 1/2 % on Portugal
The other banks also drew at 20 1/2 % on London. Private paper on London was negotiated at 20 1/2 % and 20 1/2 %. Sovereigns closed at 118 1/2 sellers and 118 1/2 buyers.

Feb. 12.—The banks continued drawing at the same rates as on Saturday and the market was firm during the day, closing, however, more quiet. Small transactions were effected in bank paper at 20 1/2 % on London and 4 1/2 % on Paris, and in private paper at 20 1/2 % on London and 4 1/2 % on France.

Feb. 14.—There is no variation to-day in the rates. The banks draw on London at 20 1/2 % and private paper is negotiable at 20 1/2 %

BANK STATEMENT

Proportion of 2% reserve to liabilities on deposits at call and short notice of the banks of Rio de Janeiro, taken from the official balances published on January 31st, 1882.

BANKS	Deposits in gold	Cash balances	Proportion per cent.
Banco do Brasil	33,846	6,249	26.19
Banco Rural	13,818	1,231	8.84
Banco Industrial	5,310	668	12.56
Banco do Commercio	1,460	335	22.95
Banco Commercial	5,834	2,875	39.14
English Bank	4,281	588	7.18
New London & Brazilian Bank	2,919	797	27.38
Total	88,337	11,499	12.98

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Capital paid up..... £ 500,000
Reserve fund..... £ 165,000

Draws on:

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Messrs. MORTON, BLISS & Co.,
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HEAD OFFICE IN LONDON

BRANCHES:

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Ditto, paid up..... £ 500,000
Reserve Fund..... £ 150,000

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1882

Date	Steamer	Destination
24	Tamar	Bahia, Mucó, Pernambuco, Lisbon, South ampton and Antwerp
26	Avon	Montevideo and Buenos Ayres.

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THE RIO NEWS

Published three times a month for the American and
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THE RIO NEWS was established under its present title
and management on the 1st of April, 1873, succeeding the
Brazilian and American Mail. Although the style, title
and frequency of issue were changed in the line of trans-
fers, the designations of number and volume were continued
unbroken. At the beginning of 1881 the style of the
publication was still further changed by an increase from
four to eight pages, and a diminution in the size of the
page. This change not only largely increased the size of
the publication, but it added greatly to its convenience for
office and reference use.

The policy adopted by THE NEWS at the outset was that
of strict independence and impartiality. The editors had
well grounded convictions on political and economic ques-
tions, and so they believed that all such questions had a
direct or indirect influence on commercial and financial en-
terprises they decided to discuss them just as far as their
relative importance made it desirable. In this line of policy
THE NEWS has been successful even beyond all expecta-
tion.

With the beginning of its ninth volume (January, 1882)
the editors feel themselves warranted in calling attention
to the uniform and general satisfaction with which their
policy and management have thus far been received, and in
advising their patrons that no deviation whatever from
the policy will be made. THE NEWS will seek to keep its
readers fully and accurately informed on all commercial
questions, and upon all matters of Brazilian news or policy
which may have more or less bearing upon any and all
enterprises and investments. In its discussions it will treat
every question frankly, and for the opinions expressed the
editors will hold themselves personally responsible. In its
news columns it will seek to keep its readers fully in-
formed on all matters and occurrences throughout Brazil.

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